

1987

S-230

CALEB W. JONES (skipjack)

Wenona, Maryland

CALEB W. JONES is a 44.1' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 16.5', a depth of 1.5', and a net registered tonnage of 10. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1953 in Reedville, Virginia following traditional Bay design and construction methods, CALEB W. JONES is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. CALEB W. JONES is of special interest for having been built during the post World War II revival of skipjack building for the working oyster fleet.

Survey No. S-230

Magi No.

DOE ☐ yes ☒ no

# Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

## 1. Name (indicate preferred name)

historic CALEB W. JONES

and/or common

## 2. Location

street & number Lower Thorofare n/a not for publication

city, town Wenona n/a vicinity of congressional district First

state Maryland 024 county Somerset 039

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Clifton Webster

street & number telephone no.: 784-2632

city, town Wenona state and zip code Maryland 21870

## 5. Location of Legal Description

courthouse, registry of deeds, etc. n/a liber

street & number folio

city, town state

## 6. Representation in Existing Historical Surveys

title Survey of Surviving Traditional Chesapeake Bay Craft

date 1983-1984 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state MD 21401

## 7. Description

Survey No. S-230

### Condition

☒ excellent  
☐ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved      date of move

☐ n/a

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The vessel is a 44.1'-long two sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. Built in Reedville, Virginia in 1953 in typical Bay fashion using cross-planked construction methods, the vessel has always been a working member of the Maryland skipjack fleet. The vessel has a beam of 16.5' and a depth of 1.5', with a net registered tonnage of 10. She carries a typical skipjack rig--a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. The vessel has a longhead (clipper) bow and a square stern. The wooden hull is painted white and has metal ice sheathing at the waterline.

CALEB W. JONES has a straight stem with little rake and a longhead, braced with wooden flying braces, beneath the bowsprit. The transom stern is shallow, with little rake and large "tucks" where it meets the chine. The rudder is formed of vertically-laid planks and is mounted outboard on pintles. The transom also carries a jig for the pushboat, located to starboard of the rudder. In shape the hull is straight-sided, almost square, and has little freeboard.

The single mast, raked well aft, is set up with double shrouds, adjustable by means of turnbuckles, a forestay, jibstay, and topping lift. The boom is jawed to the mast. The bowsprit is set up with double chain bobstays and chain bowsprit shrouds, with wooden braces from the tip of the longhead back to the hull. The bowsprit is somewhat bowed up from the sweep of the sheer. The sails--mainsail and jib--have lazyjacks for ease in furling. In addition to the sail rig the skipjack carries a motorized pushboat suspended from davits at the stern.

The vessel is flush decked. Deck structures include: a wheelbox aft; a cabin with a slide providing access to the main cabin below; a large box over the winder engines; and a sampson post on the foredeck. There is a pinrail around the stern and a log rail forward. Fitted out for oystering, the vessel is open amidships where rollers are fitted for bringing up the dredges. There are metal-shod guards on the hull to prevent dredges from bumping and damaging the wooden hull.

The vessel is painted the traditional white with a red stripe on the hull parallel to the sheer and two parallel strips carried out onto the longhead. The sheer rail is painted tan. The CALEB W. JONES is carried on the bows and transom in applied black letters with the home port, Wenona, also on the transom. Trailboards are traditional in design, incorporating the motifs of eagle, shields, arrows, and flag in red, white, blue and gold.

## 8. Significance

Survey No. S-230

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates      1953      Builder/Architect      Unknown

check: Applicable Criteria: ☒ A    ☐ B    ☒ C    ☐ D  
and/or

Applicable Exception: ☐ A    ☐ B    ☐ C    ☐ D    ☐ E    ☐ F    ☒ G

Level of Significance: ☒ national    ☐ state    ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 36 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-sterned Bay crabbing skiff, and giving it a deadrise bottom, a-deck, a cabin, and sloop rig. The result—with its unframed, hard chine, cross-planked, V-bottom—proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboards lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

CALEB W. JONES is of interest as having been built during the post World War II revival of skipjack building for the working oyster fleet. She was built in 1953 in Reedville, Virginia following traditional Bay design and construction methods. She has worked in the oyster-dredging fleet since her building and is presently based in Deal Island. The vessel was one of ten skipjacks built after World War II during a boom in the oyster business, all of which are still active except for the ROSIE PARKS (now at the Chesapeake Bay Maritime Museum). It is of great interest that even though these vessels were built over fifty years after the peak skipjack-building years their design and construction methods closely followed turn-of-the-century prototypes.

## 9. Major Bibliographical References

Survey No. S-230

See Thematic Group nomination cover form, Continuation Sheets  
No. 8-13.

## 10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Deal Island, MDQuadrangle scale 1:24000UTM References do NOT complete UTM references

A 18 416870 4220240  
Zone Easting Northing

B                    
Zone Easting Northing

C                  

D                  

E                  

F                  

G                  

H                  

### Verbal boundary description and justification

This working vessel is usually docked at the location indicated in  
Item 2. Historic boundaries are coterminous with the hull.

### List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
-------	-----	------	--------	------

state	code	county	code
-------	------	--------	------

## 11. Form Prepared By

name/title Anne Witty/ M. E. HaywardRadcliffe Maritime Museumorganization Maryland Historical Societydate May, 1984street & number 201 West Monument Streettelephone (301) 685-3750city or town Baltimorestate Maryland 21201

The Maryland Historic Sites Inventory was officially created by  
an Act of the Maryland Legislature to be found in the Annotated  
Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and  
record purposes only and do not constitute any infringement of  
individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. S-230

Magi No. 2002305833

DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic CALEB W. JONES

and/or common

## 2. Location

street &amp; number

☐ not for publication

city, town Wenona

☐ vicinity of

congressional district

state Maryland

county

Somerset

## 3. Classification

**Category**☐ district  
☐ building(s)  
☐ structure  
☐ site  
☒ object**Ownership**☐ public  
☒ private  
☐ both**Public Acquisition**☐ in process  
☐ being considered  
☒ not applicable**Status**☒ occupied  
☐ unoccupied  
☐ work in progress**Accessible**☒ yes: restricted  
☐ yes: unrestricted  
☐ no**Present Use**☐ agriculture  
☒ commercial  
☐ educational  
☐ entertainment  
☐ government  
☐ industrial  
☐ military☐ museum  
☐ park  
☐ private residence  
☐ religious  
☐ scientific  
☒ transportation  
☐ other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Clifton Webster

street &amp; number

telephone no.: 784-2632

city, town Wenona

state and zip code Maryland 21870

## 5. Location of Legal Description

courthouse, registry of deeds, etc.

liber

street &amp; number

folio

city, town

state

## 6. Representation in Existing Historical Surveys

title

date

☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town

state



## 7. Description

Survey No. S-230

### Condition

☐ excellent  
☒ good  
☐ fair

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☐ ruins  
☐ unexposed

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☐ unaltered  
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Survey No. S-230

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		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1953	Builder/Architect	Unknown
check: Applicable Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D			
and/or			
Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G			
Level of Significance: <input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> local			

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## 9. Major Bibliographical References

Survey No. S-230

Howard I. Chapelle, American Small Sailing Craft (New York: W.W. Norton, 1951)H.I. Chapelle, Chesapeake Bay Skipjacks (St. Michaels, Md: CBMM, n.d.)

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name Deal Island

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting		Northing			

B	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting		Northing			

C	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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## 11. Form Prepared By

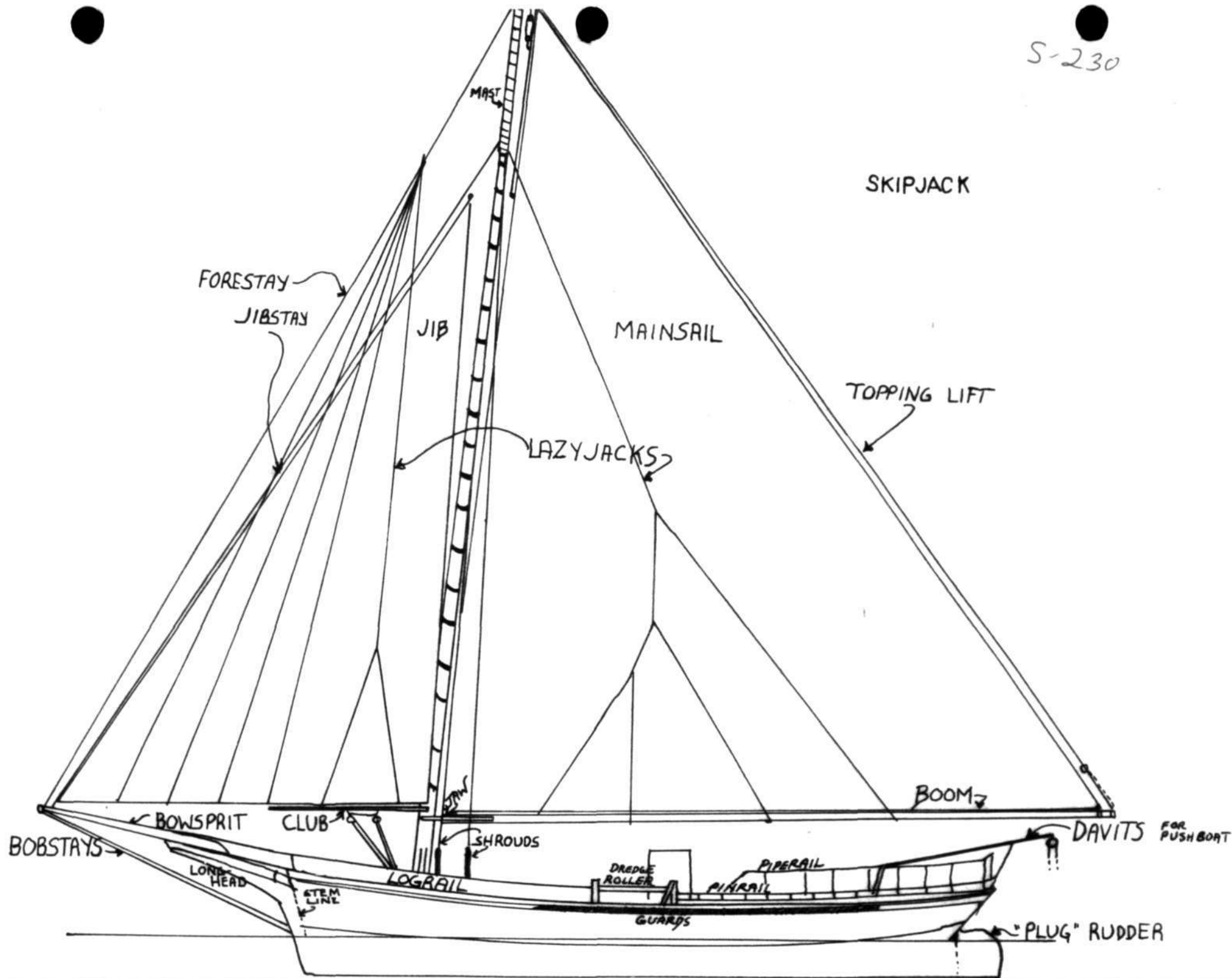
name/title Anne Witty/ M.E. Haywardorganization Maryland Historical Societydate 5/84street & number 201 W. Monument St.telephone 685-3750city or town Baltimorestate Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

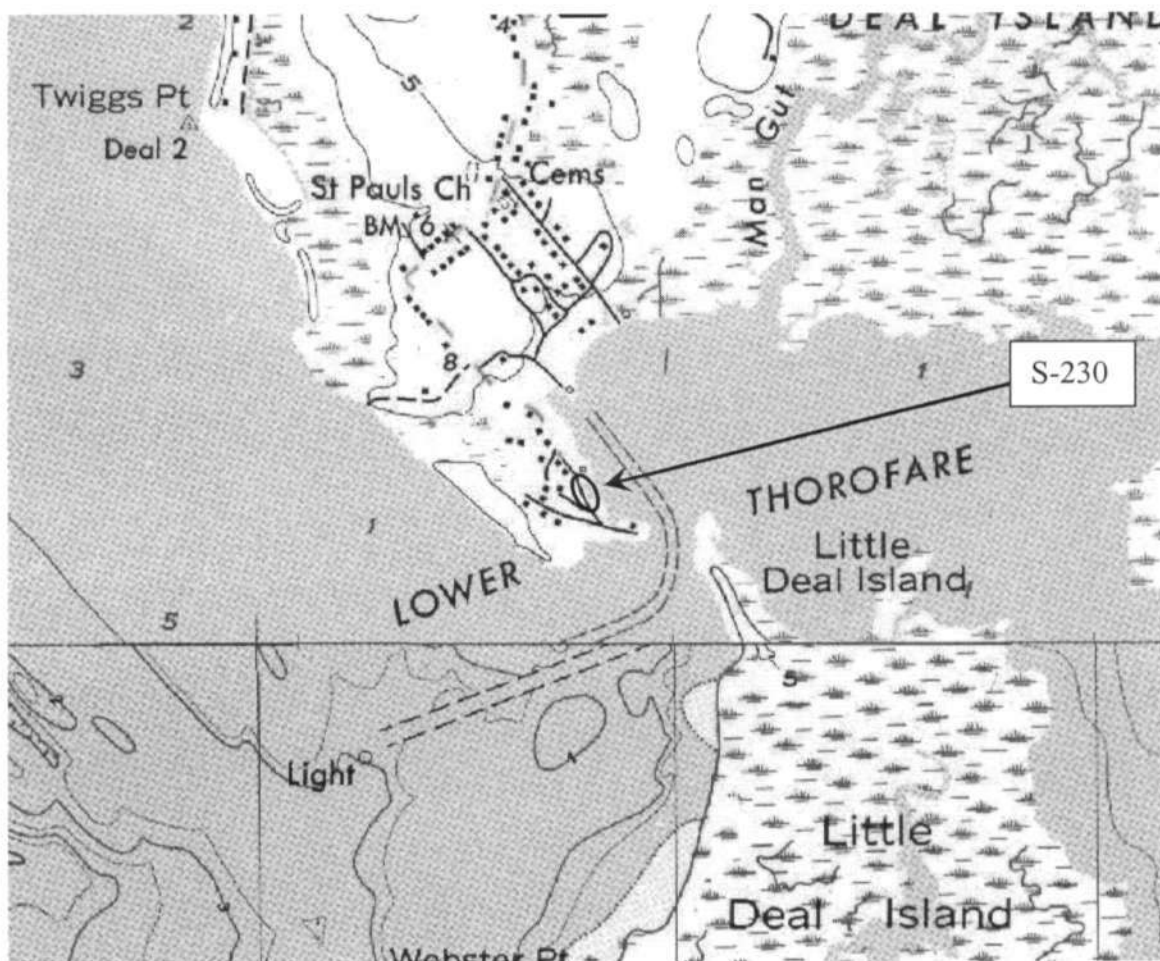
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

S-230



S-230  
Caleb W. Jones (skipjack)  
Wenona  
Deal Island Quad.  
Somerset County





S-230

CALEB W. JONES

Wenona, Md

starboard side

M.C. Wootton

10/83

CALEB W. JONES





S-230

CALEB W. JONES

Wenona, Md

starboard side under sail

M.E. Wootton 11/83

CJ

CALEB W. JONES



S-230

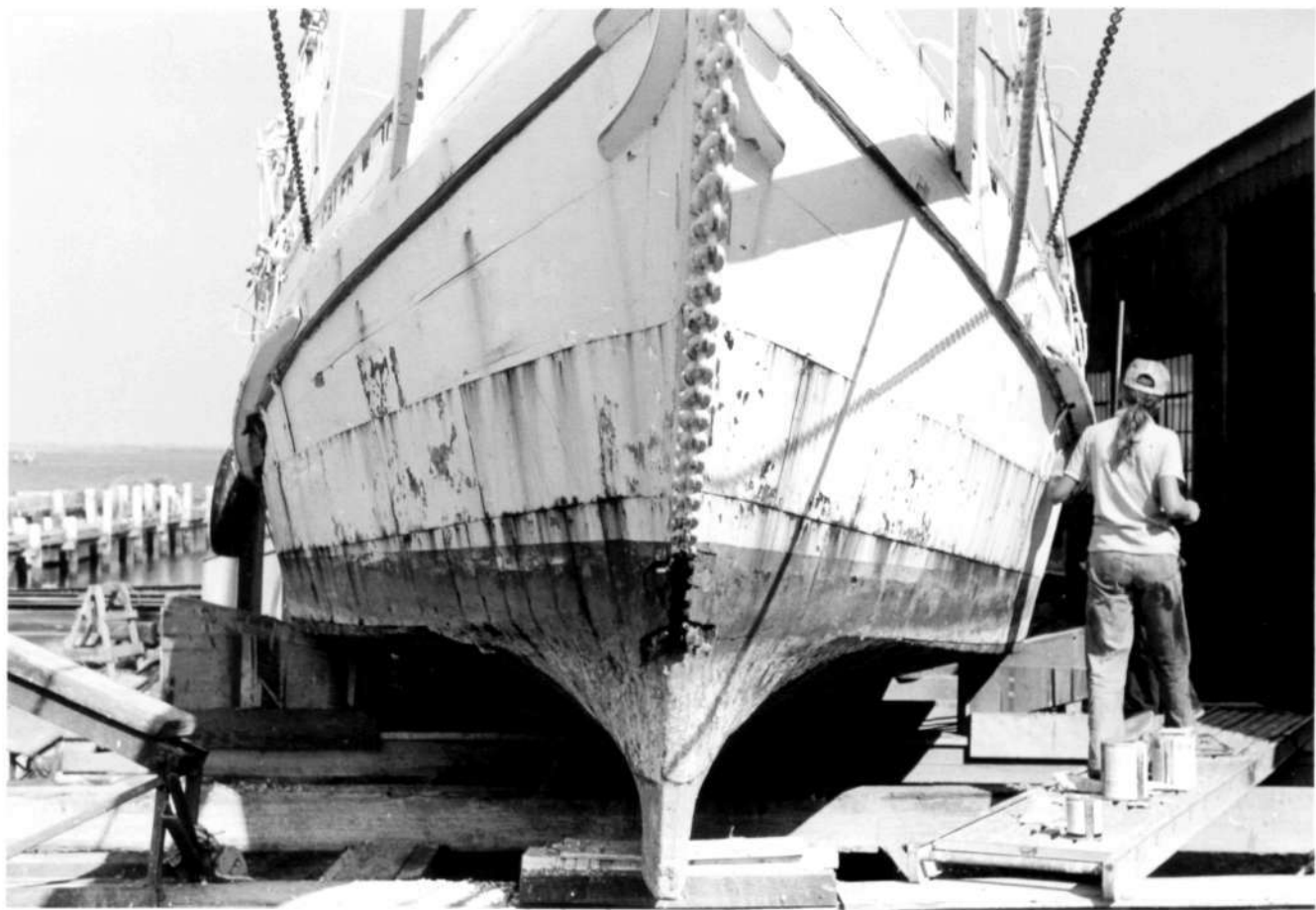
CALEB W. JONES

Wenona, Md

stern

M. C. Wootton 10/83

CALEB JONES





S-230

CALEB W. JONES  
Wenona, Md

bow  
M.C. Wootton

10/83

CJ

CALEB W. JONES